

# monthly report



October 8,  
1963

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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### CONDEMNATION CASES

At the end of September the Department had 328 condemnation cases pending, exclusive of appeals. This backlog has grown steadily and has required the postponement of some cases for extended periods. The only way that it can be overcome is by supplementing the staff of attorneys assigned to this Department.

### RIGHT OF WAY

The Department's Right of Way Division has just received Federal Bureau of Public Roads approval for the introduction of new, improved appraisal review procedures.

These new procedures provide for decentralization of the review staff, with reviewers assigned to each of the State's respective district offices as specialists representing the Trenton headquarters. This enables the reviewers to view each appraised property personally as well as the supporting comparable sales.

As a protective measure, all reviewers' determinations of Fair Market Value must be "Registered" in the Trenton headquarters office before negotiations are authorized. Following negotiations, the original "Registered" form is compared in a "matching audit" with the district office copies before cases are presented to the State Highway Commissioner for his action.



RIGHT OF WAY, cont'd.

It is believed that the "Registered" determination of Fair Market Value will not only serve to further protect the interests of the State and Federal Governments, but will serve to reassure property owners that each has been treated on an equal basis and that the negotiations' offers are based on the "Registered" determination of value that a qualified reviewer has set for their particular property.

This new procedure is one of seven entirely new, improved procedures that the Department has introduced in the last year and a half, or one new improved procedure of organizational changes for each approximate seventy-five days of operation. Several of these new procedures have received national recognition and we have received inquiries from many other States concerning the details, forms, and experiences of New Jersey with these new operations.

Among the more significant of the recent accomplishments:

1. New appraisal guide lines and forms.
2. Property Section.
3. Relocation and Moving Cost Payment.
4. New District Office.
5. Intensive service training program.
6. New appraisal review program.
7. Fee appraiser contract instructions and contract forms.





### PERSONNEL AND RECRUITMENT

The vastly increased construction program for fiscal 1963-64 requires expansion of the engineering and right of way staff.

Efforts are presently under way to secure additional inspectors for road and bridge construction.

Plans are being completed for our 1963-64 college campus recruitment program. Visits are scheduled to 17 college placement offices, starting at City College of New York on November 7, 1963.

### ROUTE 78

As mentioned in previous reports, the Highway Department's continued intensive study of the alignment of Interstate Route 78 through Newark, particularly in the Weequahic area, resulted in a suggested modification which would shift the line in the western portion of the City slightly further to the west, straddling the Newark-Irvington border.

This modification was discussed with the Mayors of both Newark and Irvington. A compromise was essential and this appeared to be the best solution under all of the circumstances.





ROUTE 78, cont'd.

It was felt desirable to avoid a second public hearing on this portion of the Route and this view was accepted by both Mayors. However, the U. S. Bureau of Public Roads, in accordance with regulations issued in the past to implement the intent of Congress, has ruled that a second hearing must be held. The reasons stated are that the line now traverses a much longer portion of Irvington and that the type of property required has shifted in some degree from residential to industrial. A previously scheduled hearing on Route 75, the Midtown Connector between Route 78 and Route 280 in Newark, had been postponed due to the necessity for further consultation with urban renewal officials. It is now felt desirable to conduct both of these hearings at the same time, because of the close relationship between Route 78 and the Midtown Connector.

ROUTE 280

There has been much discussion over the years regarding whether the design of Interstate Route 280 in the vicinity of First Mountain, West Orange, should employ a tunnel or an open cut. The Highway Department's position consistently has been that any possible advantages to be derived from a tunnel could not balance the greatly increased cost of anywhere from \$10 million to \$18 million.



ROUTE 280, cont'd.

The additional funds which would be required for such a venture are not available at either the Federal or State levels or in the foreseeable future. Much costly and time-consuming design has already been completed.

However, in view of the recent reports submitted by West Orange relative to the noise factor and possible traffic hazard due to fog and winter's freezing weather, the Department has engaged an outstanding firm of internationally recognized engineers who have an exemplary background in tunnel design and who have not been involved with this project or with this Department, to make a thorough and complete comparison of the tunnel versus open cut design. There is every reason to believe that this study will present all of the views needed for a final determination.

In the meantime, although instructions were issued to withhold further action on the West Orange project, right of way acquisition is proceeding rapidly in Orange, East Orange, and to some extent in Newark.

It is contemplated that the initial construction contract in East Orange involving the relocation of Main Street is scheduled





ROUTE 280, cont'd.

to be put out to contract this fall. In addition, a major drainage tunnel some four miles in length is in the final planning stage.

CONCURRENT AUDIT

The implementation of the concurrent billing procedure with the Bureau of Public Roads in July of 1962 has created estimated savings of \$203,000 annually for the State Treasury. The previous system of submitting consolidated vouchers for construction contract expenditures each month resulted in reimbursement to the State in approximately  $2\frac{1}{2}$  months from the date of expenditure, subject to subsequent audit. Initially, expenditures for right of way purposes were accumulated and submitted on a progress voucher covering approximately a two year period, audited by the Bureau of Public Roads, and then reimbursed to the State. Upon satisfactory review by the Bureau of Public Roads of the procedures established, right of way expenditures were also included in the consolidated billing.

Under concurrent audit procedure, reimbursement is received in approximately 3 or 4 weeks after the end of the month in which the expenditure is made.

An average billing of the Federal portion is \$5,000,000 monthly, received a month earlier, at  $3\frac{1}{2}$  per cent interest





CONCURRENT AUDIT, cont'd.

per annum for each of twelve months is a savings of \$175,000 annually.

Prior to the concurrent billing system, incidental expenditures were submitted for reimbursement at the conclusion of a construction project. Using two years as an average completion time for a project, the annual amount of \$800,000 at  $3\frac{1}{2}$  per cent interest per annum for two years is a savings of \$28,000 annually.

Introduction of timely mechanized reporting creates the proper atmosphere for attainment of optimum operating objectives.

This conversion to mechanized reporting has been accomplished with the use of unit record tabulating equipment. With the installation of a 1401 Computer system on October 1, 1963, we will be able to absorb increased processing volume without increasing personnel costs.

BOND ISSUE

As the time for the Referendum on the Governor's proposed \$750 million Bond Issue drew near, great interest began to evidence itself in all counties relative to the Highway Department's future plans. The State Highway Commissioner



BOND ISSUE, cont'd.

and members of his staff attended several meetings with Governor Hughes and other Cabinet members to personally explain the highway program.

In addition, the Highway Department's Master Plan was reissued in the form of a 42-page booklet with county by county maps of all the improvements deemed necessary to meet 1975 traffic needs. This booklet was given wide distribution throughout the State.

RADIO

The Highway Department has completed arrangements with some 20 radio stations throughout the State and in Philadelphia and New York City to carry brief radio programs dealing with highway and traffic safety problems in New Jersey.

Each program will last approximately five minutes and consist of a brief narration with sound affects. The stations are being furnished with three different programs per week to be used as many times as they wish as "spot" public interest items.

All of the scripts are being written by the Highway Department and taped under the Department's supervision. The tapes are then shipped to the various stations with the first station scheduled to go on the air October 20.





RADIO, cont'd.

In essence, this procedure is providing the Highway Department with a minimum of 300 minutes or five hours of free radio time per week. The only cost involved is the actual taping and mailing expense.

Since the stations will carry these programs free of charge as a public service, the scripts are confined to factual information presented in as entertaining a fashion as possible.

CONSTRUCTION

As of October 1, 1963, there were 60 construction projects under way with an original value in excess of \$130 million.





MEETINGS

In addition to the routine staff and other meetings, the following are a few of the meetings held during the month:

Sept. 11 - Meeting with Washington officials of the Bureau of Public Roads to discuss the State's program of providing assistance to displaced persons. The present State program was highly commended.

Meeting with Mr. Brower of Food Fair to discuss Route 35.

Sept. 12 - Meeting with engineering consultants to discuss the problems of a tunnel on Route 280 in the West Orange area.

Meeting with Dr. Hart of the Bi-State Transportation Committee.

Sept. 13 - Meeting with Mr. Paul McMurray to discuss transportation problems in the Camden area.

Sept. 16 - Meeting with Mr. Foley, attorney for the New Jersey Highway Authority, to discuss mutual problems.



MEETINGS, cont'd.

- Sept. 18 - Meeting with officials of railroad labor for a general review of the State's passenger service contract program.
- Sept. 19 - Annual meeting of the American Highway Officials of the North Atlantic States at Hartford, Connecticut.
- Sept. 23 - Meeting with Mr. Peschenbossel of the U. S. Bureau of Public Roads to discuss right of way procedures.
- Meeting with Mr. Beasley to discuss possible training program.
- Meeting with Mr. Travor to discuss Statewide traffic safety program.
- Sept. 24 - Meeting with Mr. Shoemaker to discuss financial status of Jersey Central Railroad.
- Meeting with officials of Peat, Marwick and Mitchell to discuss status of the accounting modernization program.
- Sept. 25 - Annual meeting of the South Jersey Development Council at Glassboro State College.
- Sept. 27 - Meeting with the Mayors of Florham Park, Madison and Chatham to discuss Route 24.





MEETINGS, cont'd.

Oct. 2 - Meeting with Mr. Shoemaker in the Governor's office  
to discuss future of the Jersey Central Railroad.

Oct. 3 - Meeting with Interstate Commerce Commission in  
Washington to discuss the future of the Jersey  
Central Railroad.

Oct. 4 - Meeting of the Ridgewood Chamber of Commerce.

Oct. 8 - Meeting with Senator Lynch and Assemblyman Crabel  
to discuss highway problems in Middlesex County  
with particular reference to Route 35 and Route 18.

Meeting with Mayor Desch of Hillside to discuss  
mass transit and how it might affect that community.





CONTRACTS AWARDED

Sept. 17 -	Route U. S. 46 Grading, Paving, Resurfacing & Bridges Hasbrouck Heights & Teterboro Bergen County. <u>Robert Bessert &amp; Co., Newark</u>	\$1,139,129.70
Sept. 17 -	Park Avenue Reconstruction Hanover and Morris Townships Morris County. <u>Sal Ardolino, Jr., Lawn Park</u>	262,406.85
Sept. 17 -	Routes 30 - 130 Reconstruction of RR Bridges and Highway Widening. Pennsauken Township and Collingswood Camden County. <u>F. A. Canuso &amp; Sons, Inc., Philadelphia.</u>	190,216.84
Sept. 17 -	Interstate Route 78 - Route 24 Freeway Demolition of Buildings Summit, Springfield, Union and Millburn Townships; Union and Essex Counties. <u>Interstate Wrecking Co., Springfield.</u>	23,850.00
Sept. 21 -	Route 3 Electrical Installations - Highway Lighting. N. Bergen Township and Secaucus Hudson County. <u>Lightning Electric Service Co., Newark.</u>	326,783.90
Sept. 24 -	Route 3 Permanent Signs N. Bergen Township and Secaucus Hudson County. <u>Schiavone Construction Co., Secaucus</u>	239,589.00



CONTRACTS AWARDED, contd.

Oct. 1 -	Route 23 Grading, Paving and Bridges Townships of W. Milford and Jefferson Passaic and Morris Counties. <u>P. T. and L. Construction Co., Paramus.</u>	\$3,994,134.30
Oct. 1 -	Route U. S. 46 Widening, Resurfacing and Turnarounds Parsippany-Troy Hills Township Morris County. <u>Sappah Construction Co., Montvale.</u>	140,086.80
Oct. 4 -	Route 3 Grading, Paving and Resurfacing Secaucus, Hudson County. <u>C. F. Malanka and Sons, Union City.</u>	385,546.70
Oct. 4 -	Route 10 Turnarounds and Barrier Curbs Whippany and Hanover Township Morris County. <u>Frapaul Construction Co., Rochelle Park.</u>	<u>244,440.50</u>
	<u>Contracts Awarded</u> -	\$6,946,184.59





Bids Received

Sept. 12 -	Route 3 Grading, Paving and Resurfacing Secaucus, Hudson County. <u>C. F. Malanka &amp; Sons, Union City.</u>	\$385,546.70
Sept. 19 -	Route 10 Turnarounds and Barrier Curbs Whippany and Hanover Township Morris County. <u>Frapaul Construction Co., Rochelle Park.</u>	244,440.50
Sept. 19 -	Route U. S. 46 Widening, Resurfacing & Turnarounds Parsippany-Troy Hills Township Morris County. <u>Sappah Construction Co., Montvale.</u>	140,086.80
Sept. 26 -	Route 3 Permanent Signs Secaucus and East Rutherford Hudson and Bergen Counties. <u>Philadelphia Sign Co., Philadelphia</u>	<u>107,287.60</u>
	<u>Total Bids Received -</u>	\$877,361.60



BIDS TO BE RECEIVED

- Oct. 10 - Route 24 Resurfacing  
Townships of Lopatcong, Greenwich, Franklin  
and Washington; Washington Borough  
Warren County.
- Oct. 10 - Newark State College  
Grading and Paving Parking Area  
Union, Union County.
- Oct. 10 - N. J. State College  
Grading and Paving Parking Area  
Haledon, Passaic County.
- Oct. 10 - Route U. S. 1 - Barrier Curb  
Jersey City, Hudson County.
- Oct. 24 - Hazen-Bridgeville Road Reconstruction  
White Township, Warren County.
- Oct. 24 - River Street-Bergen Turnpike Reconstruction  
Hackensack and Little Ferry  
Bergen County.
- Oct. 24 - Route U. S. 9  
Resurfacing, Dualization and Bridges  
Townships of Manalapan, Marlboro and Madison  
Monmouth and Middlesex Counties.





# MAP REQUESTS

<u>Date</u>	<u>Name and Address</u>	<u>Quantity</u>
9/11/63	Levittown Township Police, N.J.	25
9/11/63	Welcome Wagon Avenel, N.J.	25
9/11/63	Welcome Wagon Edison, N.J.	25
9/11/63	Mrs. Mildred Townsend Academy Street School Glassboro, N.J.	32
9/11/63	Bremerton Chamber of Commerce, Wash.	25
9/11/63	Estes Park Chamber of Commerce, Col.	25
9/11/63	Greater Long Branch Chamber of Commerce	100
9/11/63	C. A. Needs Travel Agency Elliot Lake, Ontario	25
9/11/63	Howard Sober, Inc. Lansing, Mich.	30
9/11/63	Texas Highway Dept. Tourist Bureau Gainesville, Tex.	25
9/12/63	Laurel Springs Public School	45
9/12/63	Pennington Quarry	25
9/12/63	Perth Amboy Chamber of Commerce	50



# MAP REQUESTS

<u>Date</u>	<u>Name and Address</u>	<u>Quantity</u>
9/16/63	Mr. John Fegko License Bureau, Trenton	25
9/17/63	Ocean County Bureau of Public Rela. Toms River	25
9/18/63	N.Y. State Automobile Association Albany	15
9/20/63	Child Guidance Center of Mercer Co. Trenton	20
9/20/63	Mr. Theodore F. Bukont Picatinny Arsenal, Dover	20
9/23/63	Lakehurst Board of Education	50
9/24/63	Morris County Welfare Board Morristown	12
9/24/63	Everett Chamber of Commerce, Wash.	15
9/25/63	Delaware River Memorial Bridge Newcastle, Delaware	500
9/25/63	Petoskey Chamber of Commerce, Mich.	25
9/27/63	Garfield Chamber of Commerce, N.J.	25
9/27/63	Hope Wolfkamp Red Bank, N.J.	30
9/30/63	Humble Touring Service Houston, Texas	25
10/1/63	Mr. Robert Craig RCA Laboratory Princeton, N.J.	50
10/1/63	Medford Chamber of Commerce, Oregon	25
10/1/63	Watertown Chamber of Commerce, S. Dak.	25
10/1/63	Welcome Wagon, S. Plainfield	25
10/1/63	Red Bank Chamber of Commerce	200



# MAP REQUESTS

<u>Date</u>	<u>Name and Address</u>	<u>Quantity</u>
10/1/63	Cipares Insurance Agency Michigan City, Indiana	20
10/1/63	Armour and Company Jersey City	25
10/1/63	National Automobile Club Pasadena, California	25
10/2/63	Girl Scout Council of Bergen County Paramus	20
10/2/63	Twin Cities Area Chamber of Commerce St. Joseph, Michigan	25
10/2/63	Mrs. Stella Skowronek Blenheim School Blenheim, N.J.	30
10/3/63	U.S. Dept. of Commerce Washington 25, D.C.	15
10/8/63	National Automobile Club Inglewood, California	15
9/11-10/8	Individual Requests	564
	TOTAL	2,308





BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE TUESDAY P.M.'s

1963  
TRAFFIC SIGNAL  
Route 15  
Borough of Wharton  
Morris County

Trenton, October 8 - The New Jersey State Highway Department today announced that it is installing a semi-actuated traffic signal on Route 15 in the Borough of Wharton, Rockaway Township, Morris County.

The signal is located at the North Main Street ramp entering northbound Route 15. It will be semi-actuated between the hours of 6 a.m. and 9 a.m. Monday through Friday and will continue as a flashing warning signal at all other times.

The signal will allow traffic from North Main Street desiring to enter the Picatinny Arsenal located on the right hand side of Route 15 to gain the right lane, under signal control, during morning rush hours.

The State will pay the cost of the consturction and maintenance of the installation.

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# NEW JERSEY

## Traffic Conditions Report

### STATE HIGHWAY DEPARTMENT

Bureau of Public Information  
Trenton 25, New Jersey  
TU xedo 2-3000

RELEASE FRIDAY OCTOBER 4

WEEK OF OCTOBER 5 - OCTOBER 11

Trenton, Oct. 4 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of October 5 - October 11.

#### Atlantic

Route U.S. 30, Absecon -- Traffic on Route U.S. 30 at Shore Road will be restricted to a single lane in each direction during reconstruction of the bridge over Absecon Creek. Westbound traffic will be detoured to the eastbound lanes at the bridge site. The condition will continue until the end of 1963.

Route 30, Egg Harbor -- Minor delays during preparations to resurface the highway.

#### Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area as work proceeds.

Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 5 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic

resulting from movement of construction equipment across the highway. The condition will continue for about 5 months.

Route 5, Edgewater Borough -- During operations to strip rock from the face of the cliff, traffic will be detoured around the work area through local streets.

From the intersection of Route 5 with Palisades Avenue in Fort Lee traffic will travel north on Palisades Avenue to Main Street, Fort Lee, thence east on Main Street to River Road and north on River Road to Route 5. The condition will continue for about 5 months.

Route 80, East Paterson, Saddle Brook -- Intermittent delays may be expected on Pehle Avenue. The condition will continue for 2 weeks.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain until ~~October~~ 1963.

Route 80, Lodi -- Intermittent delays may be expected on Route 17 and Gregg Street. The condition will continue for 3 weeks.

(more)

1963  
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Wesley Street has been reconstructed except at the intersection of Huyler Street and the intersection of Green Street.

Riding areas on Huyler Street and Philips Avenue are restricted due to utility work being performed in areas of South Hackensack and Hackensack.

Huyler Street by-pass road between North Street and Wesley Street is open to traffic.

Minor delays will occur on Green Street between North Street and Wesley Street due to construction operations.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations now underway are completed.

Burlington

Route 206, Bordentown to Crosswick's Creek -- Traffic reduced to one lane during installation of pipeline on northbound and southbound sides. No evening or weekend interference.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be reduced to two lanes in each direction between

Union Avenue and Burlington. Three lanes in each direction will be available on weekends. The condition will continue until the end of September.

Camden

Route 30, Lawnside -- Minor delays during utility company installation.

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic for next 2 months during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

Route 168, Glendora to Blackwood -- Traffic reduced to one lane during sanitary sewer installation. No weekend or evening interference.

Cumberland

Routes 77 and 49, Fairfield Twp. and City of Bridgeton -- Traffic on Route 77 will be reduced to one lane to be used alternately in each direction under control of traffic directors, Monday through Friday, 8 a.m. to 5 p.m., in the vicinity of the Central Railroad underpass. The full width of the roadway will be open at night.

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area. Two lanes will be maintained in each direction. The condition will continue for one month.

(more)



1963  
TRAFFIC CONDITIONS REPORT

Essex cont'd

Route 22 Viaduct, Newark -- Detours around the construction area on the deck of the viaduct will continue for about 2 weeks.

Gloucester

Route 45, Woodbury -- Minor delays during utility installations.

Hudson

Route 3, Secaucus -- Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

A new ramp will be opened to westbound Route 3 traffic permitting access to Wood Avenue. Detours at Wood Avenue will continue for two weeks more due to construction operations being performed in the area.

Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road. The condition will continue for 6 to 8 weeks. No interference after 4 p.m.

Hunterdon

Route 69 and 202, Raritan Township and Flemington -- Minor interference may be expected due to movement of equipment across the highway. Some restriction of traffic may be expected during drainage installation operations for the next week.

Mercer

Route 29 Freeway, Trenton -- Southbound traffic

will be shifted to the northbound roadway which will carry both directions of traffic until the southbound roadway is built.

Route 130, Hightstown -- Repairs being made to the bridge carrying the highway over the Pennsylvania Railroad will reduce northbound traffic to one lane during working hours.

Middlesex

Route 18, East Brunswick and Madison Townships -- Minor interference may be expected throughout the construction area. Traffic will be reduced from 4 lanes to 2 lanes as it proceeds east of Fountain Street.

New Street will be closed between John Street and Route 18 until New Street overpass is built.

Some interference expected at Albany Street.

Route 35, Madison Township -- During construction operations on the southbound lanes, traffic will be restricted to a single lane northbound and southbound on the northbound lanes. The condition will continue through the month of October.

Monmouth

Route 9, Freehold -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Route 79, South Street, Freehold -- Minor delays during drainage installation operations.

(more)

1963

## TRAFFIC CONDITIONS REPORT

Monmouth cont'd

Route 35, Middletown -- Old Kings Highway between Mountain Hill Road and Tindall Road will be closed to northbound traffic. Mountain Hill Road and Kings Highway traffic wishing to go north will be detoured to Route 35. Traffic on Mountain Hill Road will be reduced during drainage installations. The condition will continue for one month.

Route 36, Keyport, Raritan Township, Union Beach, Keanaburg -- Constriction of traffic may be expected at Flat Creek, East Creek and Waackaak Creek during drainage construction. Roadway excavation operations are underway between Laurel Avenue and Union Avenue. The condition will continue for one year.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Traffic on Parsippany Boulevard and on Route 202 will be guided through the construction area. The condition will continue until the end of October.

Route 287, Parsippany-Troy Hills -- A detour from Parsippany Boulevard to Main Line and ending at Intervale Road will be in effect for the next 2 weeks.

Ocean

Route 9, South Lakewood -- Minor delays during resurfacing operations. No weekend or evening interference.

Passaic

Route 62, West Paterson -- Resurfacing operations may cause slight interference to traffic during daytime working hours.

Route 62, Totowa -- Some interference will result from drainage installation operations. Two-way traffic will be maintained at all times.

Somerset

Route 287, Bridgewater Township -- There will be a short detour for Route U.S. 202-206 traffic beginning near the Bridgewater Township Municipal Building for northbound traffic and near Green Knoll Tavern for southbound traffic in the vicinity of construction of the Route 287 intersection. The condition will continue for 2 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 3 weeks.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road.

Route 287; Route U.S. 202-206, Bedminster -- Minor interference will result from movement of construction equipment along U.S. 202-206 between Fluckemin and Bedminster.

The newly constructed northbound lanes of U.S. 202-206 will be opened to two-way traffic and the existing roadway will be closed to traffic in order to permit its reconstruction as the southbound roadway.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE FRIDAY P.M.'s

1963

River Street - Bergen Turnpike  
Advertisement  
City of Hackensack  
Borough of Little Ferry  
Bergen County  
Federal Aid Secondary

Trenton, October 4 - The New Jersey State Highway Department today announced bids will be received October 24 for the reconstruction of the second portion of River Street-Bergen Turnpike in Bergen County.

Work on the .5 mile project will consist of improvement of the road from Moonachie Road to Route U.S. 46 in the City of Hackensack and the Borough of Little Ferry.

The first part of the plans for improvement of River Street-Bergen Turnpike were completed about one year ago when the portion from Lafayette Street south to Moonachie Road was completed. Under the prior project a new roadway foundation was built from Moonachie Road to the intersection with Bergen Turnpike.

The proposed project includes the improvement of the Bergen Turnpike from the intersection with Route 46 northward about 900 feet. Access to the shopping center and to the drive-in theater located to the east of the Bergen Turnpike in this area will be provided.

On the east side of the road in the same area a left-turn jug handle will be built to permit southbound Bergen Turnpike traffic to reach Lakeview Avenue or to cross the road to the shopping center safely. Provision will be made to permit traffic from the shopping center to cross the road safely to Lakeview Avenue or to connect to the Bergen Turnpike.

(more)





1963

River Street-Bergen Turnpike  
Advertisement  
City of Hackensack  
Borough of Little Ferry  
Bergen County  
Federal Aid Secondary

Two lanes of traffic will be carried in each direction northbound and southbound on the Bergen Turnpike. The roadway will be widened to a total of 54 feet. The existing reinforced concrete pavement will be retained and the widened portion of the road will consist of subbase 6 inches thick, a 6 inch thickness of bituminous stabilized base course and a 3 inch thick bituminous concrete surface bordered by concrete curb.

Lakeview Avenue and the left-turn jug handle leading to it will consist of subbase 6 inches thick, a 6 inch thick bituminous stabilized base course and a 2 inch thick bituminous concrete surface bordered by concrete vertical curb.

The new portion of River Street will be built on more than 1900 feet of new foundation between Bergen Turnpike and Moonachie Road. Two lanes of traffic will be carried in each direction on a roadway 46 feet wide consisting of 6 inches of subbase, a 5 inch thick macadam base course, a 3 inch thick modified penetrated macadam intermediate course and a 3 inch thick bituminous concrete surface bordered by concrete curb.

Completion of the project will bring relief to traffic using Bergen Turnpike which is presently narrow and over-crowded.

Costs of the project, which is expected to take 90 working days to complete, will be shared equally by the Federal Government and Bergen County. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE FRI. P.M.

1963

HAZEN-BRIDGEVILLE RD. - ADV.  
White Township, Warren County.  
Federal Aid Secondary

Trenton, Oct. 4 - The New Jersey State Highway Department today announced bids will be received October 24 for the reconstruction of a portion of Hazen-Bridgeville Road in White Township, Warren County.

Work on the 1.65 mile project will consist of the excavation of the existing roadway and construction of a new roadway to carry one lane of traffic in each direction, northbound and southbound, from Belvidere-Brass Castle Road to Bridgeville.

The traffic lanes on the new roadway will each be eleven feet wide and will be bordered by shoulders 7 feet wide. The roadway will consist of an 8-inch gravel base course, a 4-inch thick bituminous stabilized base course and a two-inch thick bituminous concrete surface.

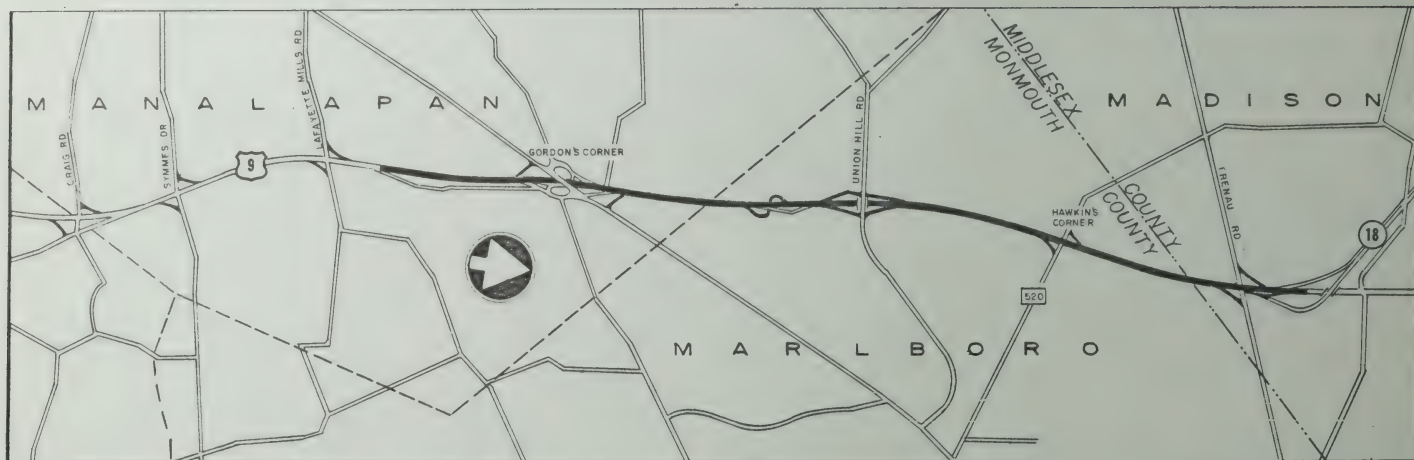
Costs of the project, which is expected to take 120 working days to complete, will be shared equally by the Federal Government and Warren County. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION  
**NEW JERSEY STATE HIGHWAY DEPARTMENT**

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1963

Route U.S. 9 - ADV  
Madison Twp., Middlesex County  
Marlboro Twp., Monmouth County  
Manalapan Twp., Monmouth County

Trenton, October 3 - The New Jersey State Highway Department today announced bids will be received October 24 on the first of three projects for dualization of a 9.5 mile portion of Route U.S. 9 between Route 18 and Toll Gate Corner in Middlesex and Monmouth Counties.

Work on the initial 4.4 mile project will consist of dualization of the route from the intersection with Route 18 in Madison Township, Middlesex County, southward through Marlboro Township to South Milford Brook in Manalapan Township, Monmouth County.

At present, one lane of Route 9 traffic is carried in each direction, northbound and southbound, on reinforced concrete pavement. A new roadway will be built to carry two lanes of northbound traffic. The existing roadway will then be improved to carry two lanes of southbound traffic. The roadways will be separated in some locations by a concrete median divider and in other locations by a grass median divider.

During construction of the new northbound roadway, traffic will remain in the present pattern on the existing roadway. Both directions of traffic will then be shifted to the new roadway while the existing roadway is being improved.

The new roadway will consist of subbase 12 inches thick, bituminous stabilized base course 6 inches thick and a bituminous concrete surface 3 inches thick. The existing roadway will be resurfaced and both roadways bordered with bituminous concrete shoulders throughout.

(more)



1963

Route U.S. 9 - ADV

Madison Twp., Middlesex County

Marlboro Twp., Monmouth County

Manalapan Twp., Monmouth County

Ramps, turnarounds and jug handles will consist of subbase 8 inches thick, bituminous stabilized base course 6 inches thick and bituminous concrete surface 3 inches thick bordered by white concrete vertical curb.

A pair of left-turn jug handles will be constructed at the intersection of the route with Freneau Road enabling traffic on the highway and on the road to connect freely and safely under the protection of traffic signals.

Another pair of left turn jug handles will be built at the intersection with Robertsville - Old Bridge Road.

The bridge carrying Union Hill Road over Route 9 will be widened and an interchange will be built to permit traffic on the road and on the bridge to connect.

The culverts which carry the route over Pine Brook and Pine Brook Branch will be extended.

A pair of jug handles will be built between Union Hill Road and Pine Brook Road to provide an intermediate turnaround facility for Route 9 traffic.

Improvements will be built at the Gordon's Corner Road - Wickatunk Road intersection with the route.

(more)



1963

Route U.S. 9 - ADV

Madison Twp., Middlesex County

Marlboro Twp., Monmouth County

Manalapan Twp., Monmouth County

The bridge over Milford Brook will be widened to permit dualization of the highway.

Improvements will be made on local roads which intersect with the route. On the Robertsville-Old Bridge Road and on Freneau Road a subbase 8 inches thick will be topped by 4 inches of bituminous stabilized base course and a 3-inch thickness of bituminous concrete surface. White concrete vertical curb will border the roadways.

On Union Hill Road, Tennent Road, and Morganville Road, subbase 12 inches thick will be topped by 6 inches of bituminous stabilized base course and a 3-inch thickness of bituminous concrete surface. The roadways will be bordered by white concrete vertical curb.

The proposed project extends from Route 18 midway to Freehold. Future plans of the Department provide for completion of the dualization all the way to Freehold.

Costs of the project, which is expected to take 200 working days to complete, will be shared equally by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION  
**NEW JERSEY STATE HIGHWAY DEPARTMENT**

1035 Parkway Ave. Trenton

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RELEASE UPON RECEIPT



1963  
TRAFFIC REGULATION  
Route 70  
Cherry Hill Twp.  
Camden County

Trenton, October 3 - The New Jersey State Highway Department today announced new no-parking regulations along Route 70 in Cherry Hill Township, Camden County.

Due to the increased volume of traffic that will be generated when Interstate Route 295 is opened in this area, stopping and standing will be prohibited at all times:

Along both sides of Route 70 between the Ellisburg traffic circle and the entrance to Interstate Route 295.

The regulation will become effective with the posting of regulatory signs in the area. This is expected within two weeks.

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RP-63-36



# NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s



1963

TRAFFIC REGULATION

Route 18

City of New Brunswick

East Brunswick and Madison Twps.

Middlesex County

Trenton, October 3 - The New Jersey State Highway Department today announced new no-parking regulations along Route 18 in the City of New Brunswick, and East Brunswick and Madison Townships, Middlesex County.

Stopping or standing will be prohibited at all times:

Along both sides of Route 18 between the intersection of Route U.S. 1 and the intersection of Route U.S. 9 including all ramps and connections under the jurisdiction of the State Highway Department.

Signs prohibiting stopping or standing will be erected initially in the most critical areas along the route where parking now creates a traffic hazard.

The new regulation will become effective with the posting of regulatory signs in the area. This is expected within two weeks.

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RP-63-38





# NEW JERSEY

## Traffic Conditions Report

### STATE HIGHWAY DEPARTMENT

Bureau of Public Information  
Trenton 25, New Jersey  
TUxedo 2-3000

RELEASE FRIDAY SEPTEMBER 27

WEEK OF SEPTEMBER 26 - October 4

Trenton, Sept. 27 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of September 28 - October 4.

#### Atlantic

Route U.S. 30, Absecon -- Traffic on Route U.S. 30 at Shore Road will be restricted to a single lane in each direction during reconstruction of the bridge over Absecon Creek. Westbound traffic will be detoured to the eastbound lanes at the bridge site. The condition will continue until the end of 1963.

#### Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area as work proceeds.

Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 5 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway. The condition will continue for about 5 months.

Route 5, Edgewater Borough -- During operations to strip rock from the face of the cliff, traffic will be detoured around the work area through local streets.

From the intersection of Route 5 with Palisades Avenue in Fort Lee traffic will travel north on Palisades Avenue to Main Street, Fort Lee, thence east on Main Street to River Road and north on River Road to Route 5. The condition will continue for about 5 months.

Route 80, East Paterson, Saddle Brook -- Intermittent delays may be expected on Pehle Avenue.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain until October, 1963.

Route 80, Lodi -- Intermittent delays may be expected on Route 17 and Gregg Street.

Route 80, Saddle Brook and Rochelle Park -- Paving of the New York, Susquehanna and Western Railroad crossing will cause intermittent delays on Saddle River Road. Traffic will be guided through the construction area.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Wesley Street has been reconstructed except at the intersection of Huyler Street and the intersection of Green Street.

(more)

1963  
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Riding areas on Huyler Street and Philips Avenue are restricted due to utility work being performed in areas of South Hackensack and Hackensack.

Huyler Street by-pass road between North Street and Wesley Street is open to traffic.

Minor delays will occur on Green Street between North Street and Wesley Street due to construction operations.

Traffic will be restricted at the intersection of Vreeland Avenue and Philips Avenue due to construction operations.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations now underway are completed.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Market Street between Lakeview Avenue and 39th Street will be open to traffic on or about Friday, September 27.

Route 20, northbound and southbound will be limited to one lane in the vicinity of Market Street. The condition will continue for one week.

Burlington

Route 206, Bordentown to Crosswick's Creek -- Traffic reduced to one lane during installation of pipeline on northbound and southbound sides.

No evening or weekend interference.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be reduced to two lanes in each direction between Union Avenue and Burlington. Three lanes in each direction will be available on weekends. The condition will continue until the end of September.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic for next 2 months during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

Route 41, between Route 38 and Route 70 -- Minor delays during sanitary sewer installation.

Route 168, Glendora to Blackwood -- Traffic reduced to one lane during sanitary sewer installation. No weekend or evening interference.

Cumberland

Routes 77 and 49, Fairfield Twp. and City of Bridgeton -- Traffic on Route 77 will be reduced to one lane in each direction, Monday through Friday, 8 a.m. to 5 p.m., in the vicinity of the Central Railroad underpass. The full width of the roadway will be open at night.

(more)

1963  
TRAFFIC CONDITIONS REPORT

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area. The condition will remain for one month.

Route 22 Viaduct, Newark -- Detours around the construction area on the deck of the viaduct will continue for about 3 weeks.

Hudson

Route 3, Secaucus -- Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

A new ramp will be opened to westbound Route 3 traffic permitting access to Wood Avenue. Detours at Wood Avenue will continue for two weeks more due to construction operations being performed in the area.

Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road. The condition will continue for 6 to 8 weeks. No interference after 4 p.m.

Hunterdon

Route 69 and 202, Raritan Township and Flemington -- Minor interference may be expected due to movement of equipment across the roadway.

Mercer

Route 29 Freeway, Trenton -- Southbound traffic will be shifted to the northbound roadway which will carry both directions of traffic until the southbound roadway is built.

Route 69, Ewingville -- Traffic reduced to three lanes during utility repairs. No weekend or evening interference.

Route 130, Hightstown -- Repairs being made to the bridge carrying the highway over the Pennsylvania Railroad will reduce northbound traffic to one lane during working hours.

Middlesex

Route 18, East Brunswick and Madison Townships -- Minor interference may be expected throughout the construction area. Traffic will be reduced from 4 lanes to 2 lanes as it proceeds east of Fountain Street.

New Street will be closed between John Street and Route 18 until New Street overpass is built.

Route 35, Madison Township -- During construction operations on the southbound lanes, traffic will be restricted to a single lane northbound and southbound on the northbound lanes only. The condition will continue for 5 weeks.

Monmouth

Route 9, Freehold -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Route 35, Middletown -- Old Kings Highway between Mountain Hill Road and Tindall Road will be closed to northbound traffic. Mountain Hill Road and Kings Highway traffic wishing to go north will be detoured to Route 35. Traffic on Mountain Hill Road will be reduced during drainage installations. The condition will continue for one month.

(more)

1963  
TRAFFIC CONDITIONS REPORT

Monmouth cont'd

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Constriction of traffic may be expected at Flat Creek, East Creek and Waackaak Creek during drainage construction. Roadway excavation operations are underway between Stone Road and Union Avenue. The condition will continue for one year.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Traffic on Parsippany Boulevard and on Route 202 will be guided through the construction area.

Route 287, Parsippany-Troy Hills -- A detour from Parsippany Boulevard to Main Line and ending at Intervale Road will be in effect for the next 2 weeks.

Passaic

Route 62, West Paterson -- Resurfacing operations may cause slight interference to traffic during daytime working hours.

Route 62, Totowa -- Some interference will result from drainage installation operations. Two-way traffic will be maintained at all times.

Somerset

Route 287, Bridgewater Township -- There will be a short detour for Route U.S. 202-206 traffic beginning near the Bridgewater Township Municipal Building for northbound traffic and near Green Knoll Tavern for southbound traffic in the vicinity of construction of the Route 287 inter-section. The condition will continue for 2 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 3 weeks.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road. The condition will continue until October of 1963.

Route 287; Route U.S. 202-206, Bedminster -- Minor interference will result from movement of construction equipment along U.S. 202-206 between Pluckemin and Bedminster.

The newly constructed northbound lanes of U.S. 202-206 will be opened to two-way traffic and the existing roadway will be closed to traffic in order to permit its reconstruction as the southbound roadway.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963  
Route 1 & 9  
Elizabeth  
Union County

Trenton, Sept. 26 - Governor Richard J. Hughes today announced new State Highway signs will soon be put up alongside Route 1 & 9 in Elizabeth directing truck drivers to "Keep Right".

The signs are authorized by a new regulation approved by Highway Commissioner Dwight R. G. Palmer and the Division of Motor Vehicles requiring the drivers of all trucks having a total gross weight of more than four tons to drive in the lane nearest the right-hand edge of the roadway, and not to pass another vehicle in that lane of traffic unless it is obstructed or impassable, or unless otherwise directed by a police officer.

The regulation permits a truck driver to pass a vehicle "when it is being driven at such a slow speed as to impede the normal and reasonable movement of traffic".

The regulation is aimed at easing the flow of traffic through one of the most congested sections on the State Highway System -- the 2.5-mile stretch between North Avenue and Bayway Circle in Elizabeth. Here, the heavy flow of through-traffic is subject to traffic signals at 11 intersections, and experiences frequent traffic jams, particularly during the morning and evening rush hours.

A Department spokesman pointed out that within the 2.5-mile section, average daily traffic volumes vary from approximately 60,000 vehicles at North Avenue to some 50,000 vehicles at Bayway Circle. He added that one of every four vehicles passing through Elizabeth is a truck.

(more)





1963  
Route 1 & 9  
Elizabeth  
Union County

He said there have been complaints that truckers weave across the traffic lanes, or line up two and three abreast across the roadway at the intersections, bottling up passenger cars behind them.

If all trucks stay in the right-hand lane for this short distance of two and a half miles, the spokesman added, driving through Elizabeth will be faster and safer for both auto and truck drivers.

The signs bearing the message "TRUCKS KEEP RIGHT" are expected to be in place within two weeks.

The new regulation marks the third effort taken by the Highway Department to increase safety on Route 1 & 9 in Elizabeth. In 1962 left-turn "jug handles" were created by improving some Elizabeth local streets to take local traffic across the busy highway under traffic signal protection. Also, in 1962 "No Parking" zones were established along both sides of the highway.

The Department's safety improvement efforts also extend into Linden, where the Woodlawn Avenue intersection has been modernized, and "No Parking" rules established. Last November the highway speed limit through the congested part of Linden was reduced to 40 M.P.H.

The spokesman said the safety improvement work is part of an overall program to modernize Route 1 from Trenton to Newark.

(more)



1963  
Route 1 & 9  
Elizabeth  
Union County

The first phase of the program saw the vital north-south highway widened, resurfaced, and equipped with jug handles and concrete center barriers from Trenton about 21 miles northward to the Route 130 traffic circle in North Brunswick Township, Middlesex County. Cost was about \$6.4 million.

North of the circle, 1.2 miles of Route 1 was modernized to College Farm Road in North Brunswick under a \$900,000 contract, completed in 1960, that also provided an interchange for Milltown Road.

Within the mile-long stretch from College Farm Road to the Route 18 interchange, the highway still has a grass center island dividing the two-lane concrete roadways. This section will be modernized under a future contract.

A \$1.6 million contract completed December, 1961, saw the construction of the Route 18 interchange, and nearly a mile of Route 1 improved to the Raritan River Bridge.

North of the Raritan River, in Edison Township, a million-dollar project completed this spring modernized a mile of the highway to Plainfield Avenue and provided an interchange for Woodbridge Avenue.

Under a \$450,000 contract completed in 1961, 17 unprotected openings in the existing center island were closed, and six jug handles constructed in the 1.5-mile section between Plainfield Avenue and Old Post Road.

Unprotected island openings in the 2.2-mile section between Old Post Road and Amboy Avenue, in Metuchen, were closed during 1962.

(more)





4.

1963  
Route 1 & 9  
Elizabeth  
Union County

Work was completed this summer on a \$3.6 million interchange for Route 1 and Interstate Route 287 which extended the Route 1 and 9 modernization to Pierson Street near Metuchen.

North of Pierson Avenue, the center divider has no unprotected openings to Rahway, a distance of five miles.

TR-63-1

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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IMMEDIATE RELEASE

1963

Route 3 - BIDS  
Directional Signs  
Bergen and Hudson Counties

Trenton, Sept. 26 - The New Jersey State Highway Department today announced a low bid of \$107,287.60 was received from Philadelphia Sign Co., Philadelphia, on a project for the manufacture and erection of several types of permanent directional signs on Route 3 in Bergen and Hudson Counties.

Directional sign installations will be made on portions of Route 3 within which highway construction is presently underway on the eastern and western approach roadways to the new and the old Hackensack River Bridges in East Rutherford and Secaucus.

On the eastern and western bridge approaches, four large signs having overhead supports and three large signs having cantilever supports will be erected. Signs having single and double post supports will be placed in required locations.

Other bidders on the project were: Schiavone Construction Co., Inc., Secaucus, \$127,249.00; Mohawk Constructors, Inc., Linden, \$138,737.00 and Simpson Iron Works, Inc., Long Island City, N.Y., \$141,865.00.

Costs of the project, which will be completed in April 1964, will be shared equally by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

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61-P-3

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BUREAU OF PUBLIC INFORMATION

**NEW JERSEY STATE HIGHWAY DEPARTMENT**

1035 Parkway Ave. Trenton



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IMMEDIATE RELEASE

1963

TRAFFIC REGULATIONS  
U.S. Route 206  
Bordentown Township  
Burlington County  
Hamilton Twp.  
Mercer County

Trenton, Sept. 26 - The New Jersey State Highway Department today announced new speed regulations along Route U.S. 206 in Bordentown Township, Burlington County and Hamilton Township, Mercer County.

50 miles per hour for both directions of traffic from the bridge over Crosswicks Creek in Hamilton Township, Mercer County to the junction of Routes U.S. 130 and U.S. 206 in Bordentown Township, Burlington County.

This regulation will eliminate a former speed zone of 40 miles per hour of about a thousand feet just north of the junction of Routes U.S. 206 and 130.

The new regulation will become effective with the posting of new regulatory signs in the affected area. This is expected within two weeks.





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IMMEDIATE RELEASE

1963

TRAFFIC REGULATION

Route U.S. 202

Harding Township

Morris County

Trenton, Sept. 26 - The New Jersey State Highway Department today announced new no-parking regulations along Route U.S. 202 in Harding Township, Morris County.

At the request of the Township and after study by the Department had determined its need to facilitate safer, freer movement of traffic in this area; stopping or standing will be prohibited at all times:

Along both sides of U.S. 202 between the Passaic River and the intersection of Glen Albine Road.

The regulation will become effective with the posting of regulatory signs in this area. This is expected within two weeks.

RP-63-34

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BUREAU OF PUBLIC INFORMATION

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1035 Parkway Ave. Trenton



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IMMEDIATE RELEASE

1963

TRAFFIC REGULATION  
Route U. S. 206  
Hillsborough Township  
Somerset County

Trenton, September 26 - The New Jersey State Highway Department today announced new no-parking regulations along Route U. S. 206 in Hillsborough Township, Somerset County.

At the request of the Township and after studies by the Highway Department had determined its need in the area due to traffic created by a business development and the Hillsborough consolidated school, stopping or standing is prohibited at all times:

Along both sides of Route U.S. 206 between Amwell Road and New Amwell Road.

The regulation will become effective with the posting of regulatory signs in the area. This is expected within two weeks.

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RP-63-39



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

September 25, 1963

Note to State House Correspondents:

Attached is complete advance text of remarks to be made by Commissioner Dwight R. G. Palmer at the 14th Annual Meeting of the Southern New Jersey Development Council today. Please observe a September 25th 12:00 noon embargo for radio use and press publication. Meeting is 11 a.m., Glassboro State College.

John F. Summers  
Director  
Bureau of Public Information





REMARKS BY  
COMMISSIONER DWIGHT R. G. PALMER  
SOUTH JERSEY REGIONAL COUNCIL  
SEPTEMBER 25, 1963

Governor Hughes, Gentlemen of the Southern New Jersey Development Council,  
Fellow Transportation Panel Members, and Distinguished Guests:

It is a real pleasure to be here with you today, and a privilege to have been asked to participate in your discussions. Your organization has marked itself as one which is "on the move" --- a state of mind as well as activity which must be maintained, particularly in this part of the Garden State, for it is here that population and economic growth will surely be the most rapid in the next decade.

Expansion of highway and rail commuter facilities will assure this growth becoming a reality as surely as the prior development of transportation was a prime factor in bringing this eight-county area to the threshold it stands upon today.

Having been deeply involved for just about 10 years now in the transportation problems and programs in all of New Jersey, as well as many Interstate projects, I find myself instinctively measuring the past and present in terms of our long range goal -- swift, safe and convenient movement of people and goods throughout all segments of the State by all modes of transportation. A negative attitude toward this concept would certainly indicate the danger of stagnation. I am very glad this is not the case in South Jersey.



To the contrary, South Jersey has been growing in the past decade of my personal involvement and gives every evidence of surpassing the records that have been set. Here is how your area measures up from a transportation point of view:

Since June 1954 -- approximately 9 years -- the New Jersey State Highway Department has completed 123 projects for the improvement and expansion of state highways in the area of your immediate interest. These ranged from relatively minor items to new bridges and miles of new freeways -- sections of Route 42, Interstate Route 80S and Interstate 295, for example. The dollar cost of these projects was in excess of \$110 million. This 9-year total nearly equals the total cost of similar work in the preceding 26 years -- \$136 million. I think it is fair to say this is a pretty good indication that transportation in southern New Jersey in the past decade has really been on the move.

At this moment, the Department has 10 major projects underway in South Jersey representing another \$16 million highway investment to assure future growth. An additional 13 projects are provided for financially, with field construction dependent only upon completion of engineering and the awarding of contracts. These total more than an estimated \$37 million. So you can see that the combined total, more than \$53 million, indicates Southern New Jersey's present status is far from static. Each of these projects is a high priority "must", necessary to "hold the transportation line" in pace with the present tempo of your area.

Now we move to the future. In the next decade, we of the State Highway Department see the need for an additional outlay of \$559 million in highway improvements in Southern New Jersey. This is not a "pie in the sky" figure





pulled from imagination but a realistic appraisal of what should be done to meet future transportation needs which are rushing to meet us head-on.

The total figure breaks down like this:

- (1) \$85 million in new interstate freeway construction.
- (2) \$293 million in new non-interstate freeways.
- (3) \$169 million in improvement and extension of land service highways.
- (4) \$12 million in highway improvements of a local nature.

You will note that the major need is anticipated in the category of non-interstate freeways. These are the facilities that will be the future life lines of Southern New Jersey for decades to come. They are, unfortunately, also the most vulnerable projects to the financial axe that hovers over the head of our best planning efforts. Positive means must be found to assure their becoming a reality.

Governor Hughes' proposed \$750 million bond issue would provide this means during the next five years. It would give the Highway Department 75 per cent more money than it now has available for these non-interstate freeways. It would provide the opportunity to get the Department's entire two-billion-dollar Master Plan, with a completion target date of 1975, back on schedule.

Without the bond issue, or immediate enactment of a very substantial new tax program, many of the lines you see crossing South Jersey on our Master Plan map will remain just that -- lines -- for an indefinite future period.



We do not want to mislead you. Approval of the bond issue will not permit construction of all of these new South Jersey freeways by 1969. But it certainly will provide a much-needed "shot in the arm", and expedite projects which would otherwise, as mentioned, be deferred indefinitely.

I am aware of the worthwhile efforts of your Highway Planning Committee to assure an adequate system of secondary roads throughout Southern New Jersey. I feel certain the additional State Aid funds proposed as part of the Governor's bond issue program would do much to ease adoption of your committee's proposals as standards in each of the counties.

It is clear, however, that all efforts to provide an adequate transportation network for South Jersey as it is today and will be in the future, will require teamwork on the part of all of us. As strange as it might seem in the light of the controversy that almost always seems to center around our Department's plans, teamwork is neither foreign to our nature or experience. It was most apparent in our recent experiences with regard to the railroad transportation situation in Southern New Jersey.



The preference of the individual for his automobile and the consequent expansion of the highway system had a tremendous impact on the major railroad in Southern New Jersey -- the Pennsylvania-Reading Seashore Lines. No longer did the public evidence great interest for the service which once carried thousands of commuters on the web of rail lines extending eastward from Camden. Nor did excursion trains leaving minutes apart bring throngs of pleasure seekers to the shore resorts in the summer. With such drastic reductions in volume the financial results to the P-RSL from passenger operations were disastrous and culminated in efforts by the line in 1961 to abandon completely its passenger service.

The State has taken the position that certain rail passenger services are essential to the needs of South Jersey residents and vital to the economic well-being of the area. Our Railroad Transportation Division participated in proceedings before both the Board of Public Utility Commissioners and the Interstate Commerce Commission in vigorous opposition to the P-RSL petitions to discontinue all trains. However, the need of the railroad for assistance was recognized and following the refusal of regulatory agencies to permit complete abandonment of service, the Division negotiated a contract with the P-RSL under the Railroad Passenger Service Act which guaranteed rail passenger service to Southern New Jersey until at least June 30, 1964. In the meantime we are hopeful that all those interested in preserving this service will join in a cooperative effort to encourage patronage on this railroad.





The use of the expanded highway system for travel by private automobile and the rapid population growth in Camden suburban area has also resulted in traffic bottlenecks at the geographical barrier of the Delaware River. Commonplace is the sight of miles of cars, trucks and buses inching their way along the roads leading to the bridges, and the worst is yet to come when 13,400 persons now crossing the Delaware during the peak hours increase to approximately 20,000 by the year 1975.

To relieve the anticipated traffic snarls, the Delaware River Port Authority, operators of the two principal bridges in 1961 recommended construction of a rapid transit rail line to service an estimated 57,000 daily passenger trips between Philadelphia, Camden and South Jersey communities. While there was general agreement as to the desirability of the project, opposition developed as to the proposed route and its profile of construction.



At the direction of the Governor, the Division of Railroad Transportation reviewed the various suggestions and criticisms that had been offered and was able to recommend changes in the proposal which satisfied the suburban communities and a number of the objections of the City of Camden.

However, a impasse developed concerning the proposed transit route through Camden. The City, supported by a capable civic organization, advocated location of the transit line on a new right-of-way and particularly pressed for the removal of the existing "Chinese Wall" elevated railroad line bisecting downtown Camden. Governor Hughes requested the Highway Department to review once again all possible means of accomplishing these objectives.

There then followed a sequence of developments which illustrates the benefits of close coordination of transportation planning, whether it be by highway or rail.

We in the Highway Department were studying the route of the North-South Freeway through Camden and tentatively had proposed that it be located roughly parallel to and a few blocks away from the transit line. The City was not satisfied with this alignment and we were not happy with the very costly construction involved in depressing this interstate highway under the elevated railroad line in downtown Camden.

Our departmental discussions which included both rail and highway experts developed the suggestion that the rail operations be rerouted over another line which would permit removal of the embankment in the area of City Hall. The railroad agreed this was feasible but would involve



changes in its facilities for which they had no funds - a familiar situation. It was up to us to find a solution.

When our highway planners were told that they could proceed on the basis that the elevated section of railroad could be eliminated, and the freeway need not be depressed, they drastically reduced their construction cost estimates. The savings were found to be considerably more than the cost of making the changes which the railroad said were necessary to reroute service. It then became possible to present to the Bureau of Public Roads a plan under which the Bureau will participate in a utility relocation agreement for the cost of rerouting rail service and at the same time a considerable savings on the new interstate route will be realized.

Incidentally, we try not to overlook anything. Even the material to be obtained from tearing down the embankment is planned to be used in the construction of the highway.

The plan I have outlined has been approved in principle by all parties at interest and work is now proceeding on the initial steps to make this long-awaited transit line a reality. The important lesson to be learned is that with a sincere cooperative effort by all concerned even the knottiest of problems can usually be solved.

The Delaware River Port Authority, represented on this panel by Paul McMurray, and the Pennsylvania Railroad both deserve the sincere commendations of all of us for the effort they have already demonstrated, and are demonstrating now, to make this tremendous project a reality.





The same sort of teamwork has marked our joint endeavors with the Port Authority to work out plans for other proposed bridges, to replace the Chester Bridgeport Ferry, for example; with the Delaware River and Bay Authority with its bridge and ferry projects; and with the Atlantic City Expressway Authority. All of these attacks on our mutual transportation problems are evidence of the fact -- and I consider it such -- that accomplishments are limited only by the amount of effort one is willing to expend.

But let's also be realistic and face up to the facts--- to accomplish our goal in transportation, we must have the funds to reach it. Governor Hughes has pointed the way, now we must do our part.

All of us here have come far along the road to providing South Jersey with the answer to its transportation problems. If all of us are willing to put our "shoulder to the wheel", I know we can go all the way to a prosperous and progressive community for our children to inherit.

Thank you.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE WEDNESDAY P.M.'s

1963

TRAFFIC REGULATIONS  
Route U.S. 130  
Oldsmans Township  
Salem County

Trenton, Sept. 25 - The New Jersey State Highway Department today announced new no-parking regulations along Route U.S. 130 in Oldsmans Township, Salem County.

At the request of the Township and after study by the Highway Department had determined its need to alleviate hazardous traffic conditions caused by parking along Route U.S. 130 near the Delaware Ordinance Depot. Stopping or standing will be prohibited at all times:

Along the northbound side of U.S. 130, between the intersection of Perkintown Road and the intersection of the Penns Grove - Pedrickson Road.

The regulations will become effective with the posting of regulatory signs in the area. This is expected within two weeks.

RP-63-35

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BUREAU OF PUBLIC INFORMATION

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RELEASE WEDNESDAY P.M.'s

1963

TRAFFIC REGULATIONS  
Route U.S. 46  
Mt. Olive Twp.  
Morris County

Trenton, Sept. 25 - The New Jersey State Highway Department today announced new no-parking regulations along U.S. Route 46 in Mt. Olive Township, Morris County.

Stopping or standing will be prohibited at all times:

Along both sides of Route 46

- A. from a point 500 feet south of, to a point 450 feet north of the center line of Mt. Olive Road.
- B. from 550 feet west of, to 450 east of the center line of Chamberlain Street.
- C. including all ramps and connections which are under the jurisdiction of the State Highway Department.

The regulation will become effective with the posting of regulatory signs in the area. This is expected within two weeks.

In this area a jug handle will be erected for traffic entering Mt. Olive Road from eastbound Route 46 and traffic signals installed. It thus becomes necessary to clear the nearby area along Route 46 from roadside parking.





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RELEASE THURSDAY P.M.'s

1963

Route 55 Freeway  
Millville, Cumberland County  
Right-of-Way acquisition

Trenton, Sept. 26 - The New Jersey State Highway Department today announced it has started the process of acquiring right-of-way for the first phase of construction of the Route 55 Freeway in Millville, Cumberland County.

The land acquisition project is the first in the Department's long-range program to construct a Freeway from the Camden area to the seashore resort area in Cape May County. The path of the future non-stop superhighway generally follows the path of existing Route 47.

In line with the Department's policy of building sections of highway where they are needed most, a public hearing on the Vineland-Millville by-pass section of the Route 55 Freeway was held in August, 1961. At the hearing the Department's proposed alignment for 27 miles of the highway, between Route 47 in Franklin Township, Gloucester County, and Route 47 in Maurice River Township was explained.

The alignment courses southward, generally along the west portion of Vineland, then crosses existing Route 47 at Millville and continues southward through the east sector of Millville.

In the Millville area, Route 47 is mostly a narrow-two-lane road which carries an average daily traffic load of some 11,000 cars and trucks a day. The new by-pass section will take through-traffic off the existing highway.

(more)



1963  
Route 55 Freeway  
Millville, Cumberland County  
Right-of-Way acquisition

Boundaries of the two-mile stretch of vacant land to be acquired under the new right-of-way project are located about 1,500 feet north of Menantico Creek, and about 2,000 feet south of Route 49.

Initial construction to follow the right-of-way project calls for ten structures at various intersections. A Department spokesman said early construction of these grade separation bridges will do away with cross-road traffic when freeway construction starts in earnest. He said \$3.5 million had been allocated in the Department's 1963-64 budget for these structures.

The spokesman said that letters have been mailed to owners of property affected by the highway project explaining the procedure the Department will follow in negotiating for acquisition of the necessary land.

First the properties are being inspected by a Highway Department representative, to gather information and take photographs.

Highway Department appraisers are evaluating the properties, and, a local appraiser has been engaged by the Department to make independent appraisals.

Finally, a Highway Department negotiator will visit the owner to make an offer for the property based on its fair market value.

The spokesman pointed out the negotiation procedures are similar to private person-to-person transactions. He said the one main exception is that the State, because it is acting in the public interest, has the right to require

Imore)



1963

Route 55 Freeway

Millville, Cumberland County

Right-of-Way acquisition

that the owner sell his property at a fair price.

If the owner exercises his right to reject the offer, a court-appointed three-man commission will set the fair market price. If the owner still thinks the price is not fair, he can appeal to the State Superior Court, and the price will be fixed by jury trial.

The spokesman noted that out of every 100 negotiations between the Highway Department and land owners, less than five cases go to the courts, and added that a portion of this small percentage usually is due to faulty titles.

He attributed the high percentage of property negotiations which are settled on a friendly basis to the Department's procedures, which are based on professional practices and standards; and the Department's desire to exhaust all amicable means for negotiating the sale.

55 Freeway  
63-P-15  
Section 6  
F68(11)

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## NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.'s

1963

N.J. Transportation Study

Trenton, Sept. 23 - State Highway Commissioner Dwight R. G. Palmer today announced a field survey of travel habits in Northeastern New Jersey is underway. The survey is being done under the New Jersey Transportation Study in cooperation with the Tri-State Transportation Committee. Similar surveys are underway in New York and Connecticut.

The purpose of the survey is to make a sample record of the travel habits of the residents of the nine northeastern counties of New Jersey by visiting, in the next four months, one out of every hundred homes in the area. The homes to be visited have been selected through a carefully designed statistical sample.

Every household that has been chosen for this study will receive a personal letter a few days prior to the actual interview, alerting the residents as to the day the Study representative is scheduled to call. Some 61 interviewers are handling the new survey.

Commissioner Palmer urged cooperation from all householders who receive a visit from one of the field interviewers, so that the study may obtain accurate travel information upon which to base its transportation planning.

Interviewers will ask for information on every trip taken by members of the household above age five. Some of the questions that will be asked are: the number of trips made; where a trip began and where it ended; the time a trip started and when it terminated; the type of vehicle used, such as private automobile, bus, railroad or subway.

(more)



1963  
N.J. Transportation Study

Temporary field offices for the Home Interview Survey have been opened in Elizabeth and Passaic.

The Home Interview Survey will be coordinated with surveys of truck and taxi movements and of visitors from other regions previously instituted. The three surveys combined, will provide a comprehensive picture of the weekday movements of people and vehicles in the nine-county area, and, together with the New York and Connecticut data, in the entire Tri-State region.

These field surveys are expected to be completed by January 1964.

The comprehensive long-range planning study of Tri-State is being financed through Federal highway planning funds of the Bureau of Public Roads and urban planning assistance funds of the Federal Housing and Home Finance Agency. Matching funds are provided by the three states.

The Tri-State Transportation Committee was formed by Governor Dempsey of Connecticut, Governor Hughes of New Jersey and Governor Rockefeller of New York, and charged with responsibility for conducting a broad-scale examination and making recommendations for meeting the Region's immediate and long term needs in the land development and transportation fields.



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IMMEDIATE RELEASE

1963

Burmese Visitors

Trenton, Sept. 23 - The New Jersey State Highway Department was host last week to three visiting engineers from the Department of Highways, Rangoon, Burma.

Messers. U Maung Mg Aye, U Kyaw Hoe, and U Bo Kyi are in the United States to observe highway design and construction in this country and to study the engineering plans being drafted by a New Jersey firm of consulting engineers for the first section of a new trunk line being built from Rangoon to Mandalay.

A spokesman for the group said it was their only opportunity to visit a State Highway Department while in this country.

He noted that while they wanted to observe as many facets of highway operation as possible, they were particularly interested in the Bureau of Material and Testing, geometric design and model shop.

The New Jersey Highway Department welcomes groups such as the engineers from Burma and offers them all available information on highway planning and construction.

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1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.'s

1963

TRAFFIC REGULATIONS

Route 28

Borough of Somerville

Somerset County

Trenton, Sept. 23 - The New Jersey State Highway Department today announced that a fixed time traffic signal is being installed and two others being rebuilt along Route 28 (Main Street) in the Borough of Somerville, Somerset County.

A fixed time signal needs no traffic actuation from the side or lesser travelled road, but gives a pre-determined amount of time to each direction. They are generally located along highway routes that intersect city streets where traffic from the side street or road is relatively light but continuous.

The new signal will be located at the intersection of Route 28 (Main Street) and North and South Gadson Street.

The two being rebuilt are located:

(1) Intersection of Route 28 (Main Street) and North and South Bridge Street.

(2) Intersection of Route 28 (Main Street) and Division Street.

The Borough of Somerville and the State will share the cost of installation and rebuilding. The State will furnish future maintenance, the Borough supplies electrical power.

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# NEW JERSEY

## Traffic Conditions Report

### STATE HIGHWAY DEPARTMENT

Bureau of Public Information  
Trenton 25, New Jersey  
TU xedo 2-3000

RELEASE FRIDAY SEPTEMBER 20

WEEK OF SEPTEMBER 21 - SEPTEMBER 27

Trenton, Sept. 20 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of September 21 - September 27.

#### Atlantic

Route U.S. 30, Absecon -- Traffic on Route U.S. 30 at Shore Road will be restricted to a single lane in each direction during reconstruction of the bridge over Absecon Creek. Westbound traffic will be detoured to the eastbound lanes at the bridge site. The condition will continue until the end of 1963.

#### Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area as work proceeds.

Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 5 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway. The condition will continue for about 5 months.

Route 5, Edgewater Borough -- During operations to strip rock from the face of the cliff, traffic will be detoured around the work area through local streets.

From the intersection of Route 5 with Palisades Avenue in Fort Lee traffic will travel north on Palisades Avenue to Main Street, Fort Lee, thence east on Main Street to River Road and north on River Road to Route 5. The condition will continue for about 5 months.

Route 63, Palisades Park -- Resurfacing operations may cause slight interference to traffic.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain until October, 1963.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Wesley Street has been reconstructed except at the intersection of Huyler Street and the intersection of Green Street.

(more)

1963  
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Riding areas on Huyler Street and Philips Avenue are restricted due to utility work being performed in areas of South Hackensack and Hackensack.

Huyler Street by-pass road between North Street and Wesley Street is open to traffic.

Minor delays will occur on Green Street between North Street and Wesley Street due to construction operations.

Traffic will be restricted at the intersection of Vreeland Avenue and Philips Avenue due to construction operations.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations now underway are completed.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Lakeview Avenue is open to traffic.

Market Street between Lakeview Avenue and Vreeland Avenue has been opened only to eastbound traffic. A detour will be marked between these points for westbound traffic. This condition will be caused by reconstruction of the intersection at Lakeview Avenue and Market Street.

Market Street bridge over the Passaic River will be closed to eastbound traffic for about 2 weeks.

during construction of the ramps between the river and Route 20. Traffic will detour via Route 20 and either Route 4 or Route 46.

Burlington

Route 206, Bordentown to Crosswick's Creek -- Traffic reduced to one lane during installation of pipeline on northbound and southbound sides.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be reduced to two lanes in each direction between Union Avenue and Burlington. Three lanes in each direction will be available on weekends. The condition will continue until the end of September.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic for next 2 months during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

Route 41, between Route 38 and Route 70 -- Minor delays during sanitary sewer installation.

Route 168, Glendora to Blackwood -- Traffic reduced to one lane during sanitary sewer installation.

Cumberland

Routes 77 and 49, Fairfield Twp. and City of Bridgeton -- Traffic on Route 77 will be reduced to one lane in each direction, Monday through

(more)



1963  
TRAFFIC CONDITIONS REPORT

Cumberland cont'd

Friday, 8 a.m. to 5 p.m., in the vicinity of the Central Railroad underpass. The full width of the roadway will be open at night.

Essex

Route 21, Newark and Belleville -- Traffic will be guided around the construction area. The condition will remain for one month.

Route 22 Viaduct, Newark -- Detours around the construction area on the deck of the viaduct will continue for about one month.

Hudson

Route 3, Secaucus -- Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

A new ramp will be opened to westbound Route 3 traffic permitting access to Wood Avenue. Detours at Wood Avenue will continue for several weeks more due to construction operations being performed in the area.

Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road. The condition will continue for 6 to 8 weeks. No interference after 4 p.m.

Hunterdon

Route 69 and 202, Raritan Township and Flemington -- Minor interference may be expected due to movement of equipment across the roadway.

Mercer

Route 130, Hightstown -- Repairs being made to the bridge carrying the highway over the Pennsylvania Railroad will reduce northbound traffic to one lane during working hours.

Middlesex

Route 18, East Brunswick and Madison Townships -- Minor interference may be expected throughout the construction area. Traffic will be reduced from 4 lanes to 2 lanes as it proceeds east of Fountain Street.

New Street will be closed between John Street and Route 18 until New Street overpass is built.

Route 35, Madison Township -- During construction operations on the southbound lanes, traffic will be restricted to a single lane northbound and southbound on the northbound lanes only. The condition will continue for 7 weeks.

Monmouth

Route 9, Freehold -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Constriction of traffic may be expected at Flat Creek, East Creek and Waackaack Creek during drainage construction. Roadway excavation operations are underway between Stone Road and Union Avenue. The condition will continue for one year.

Morris

Route 15, Twp. of Rockaway, Twp. of Jefferson -- Slight interference due to movement of trucks on

(more)

1963  
TRAFFIC CONDITIONS REPORTMorris cont'd

Route 15 during dualization work on the route.

Drainage operations will cause traffic constriction during working hours.

Route 287, Parsippany-Troy Hills -- A detour from Parsippany Boulevard to Main Line and ending at Intervale Road will be in effect for the next 2 weeks.

Passaic

Route 62, West Paterson -- Resurfacing operations may cause interference to traffic.

Somerset

Route 287, Bridgewater Township -- There will be a short detour for Route U.S. 202-206 traffic beginning near the Bridgewater Township Municipal Building for northbound traffic and near Green Knoll Tavern for southbound traffic in the vicinity of construction of the Route 287 intersection. The condition will continue for 3 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 1 month.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road. The condition will continue until the fall of 1963.

Route 287, U.S. 202-206, Bedminster Township -- Minor interference to vehicles expected along U.S. 202-206.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1963

Route U.S. 46 - BIDS  
Mountain Lakes  
Parsippany Troy Hills  
Morris County

Trenton, Sept. 19 - The New Jersey State Highway Department today received a low bid of \$140,066.80 from Sappah Construction Co., Inc., Montvale, on a project for the construction of a pair of jug handle turnarounds on Route 46 in Monmouth County.

Other bidders on the project were: Tri-County Asphalt Corp., Roseland, \$114,290.30; P. Michellotti and Sons, Inc., Saddle Brook, \$117,649.07 and Franklin Contracting Co., Little Falls, \$155,237.10.

Work will consist of the construction of two jug handles on the route between the Erie-Lackawanna Railroad and Fox Hill Lane in Mountain Lakes and Parsippany Troy Hills.

The existing roadways of Route 46 will be widened to permit ample room for turning movements. When work is completed, the present three lanes of traffic on the route will continue to be carried in each direction, eastbound and westbound, separated by a variable width grass median divider.

A three inch thickness of bituminous concrete will be placed upon the existing reinforced concrete surface. The roadways will be bordered on the inner and outer edges by white concrete vertical curb.

Eastbound Route 46 traffic desiring to enter Lackawanna Avenue or to make a turnaround to the westbound lanes of the route, will turn right into a new

(more)



1963  
Route U.S. 46 - BIDS  
Parsippany Troy Hills  
Mountain Lakes  
Morris County

connecting ramp leading to Lackawanna Avenue. Lackawanna Avenue will be improved to accommodate two directions of traffic between the end of the connecting ramp and Route 46.

A new jug handle will enable westbound Route 46 traffic to cross the highway to Lackawanna Avenue safely or to make a turnaround to the eastbound lanes of the route.

The improved portions of Lackawanna Avenue as well as the jug handle ramps will consist of subbase 16 inches thick, bituminous stabilized base course four inches thick and a two inch thickness of bituminous concrete surface bordered by white concrete vertical curb.

Costs of the project, which is expected to take 60 working days to complete, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

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63-N-51

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BUREAU OF PUBLIC INFORMATION

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1035 Parkway Ave. Trenton



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IMMEDIATE RELEASE

1963

ROUTE 10 - BIDS  
Morris County.

Trenton, Sept. 19- The New Jersey State Highway Department today received a low bid of \$244,440.50 from the Frapaul Construction Co., Rochelle Park, for the construction of turnarounds and barrier curb on 1.6 miles of Route 10 in the Town of Whippany, Hanover Township, Morris County.

Other bidders on the project were: Tri-County Asphalt Corp., Roseland, \$254,463.78; P. Michelotti & Sons, Saddle Brook, \$267,408.27.

A jug-handle will be built at the intersection of Route 10 with Troy Hills Road enabling eastbound traffic on Route 10 to turn left safely into Troy Hills Road. Further revision at the Troy Hills Road intersection will permit westbound Route 10 traffic to turn right into Troy Hills Road and traffic from Troy Hills Road to enter eastbound and westbound Route 10 with increased safety.

Another jug-handle to carry two way traffic will be built at the intersection of Route 10 and Whippany Road enabling westbound Route 10 traffic to cross the highway safely into Whippany Road and Whippany Road traffic to cross safely to westbound Route 10.

Both jug-handles would have a subbase 12 inches thick topped by a macadam base course 7 inches thick and a bituminous concrete surface 3 inches thick. The roadways will be bordered with white concrete vertical curb.

White concrete barrier curb 32 inches high will be built to separate the eastbound and westbound roadways of Route 10 between Troy Hills Road and Malapardis Road, a distance of about 8,000 feet.

(more)





1963  
ROUTE 10 - BIDS  
Morris County.

The Morristown and Erie Railroad grade crossing at Newark and Mt. Pleasant Turnpike intersection will be rebuilt.

The project, which will take 70 days to complete, will be paid for entirely by the State of New Jersey. All bids will be reviewed before a contract is awarded.

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63-N-42  
10, 3B, 3C



BUREAU OF PUBLIC INFORMATION

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TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M.

1963

Route U.S. 1 (Business)  
Barrier Curb  
Jersey City  
Hudson County

Trenton, September 19 - The New Jersey State Highway Department today announced bids will be received October 10 on a safety improvement project on Route U.S. 1 (Business) in Hudson County.

The nearly 0.9 mile project will consist of the construction of white concrete barrier curb 34 inches high extending westward from the 12th and 14th Street viaduct to Hudson Boulevard in Jersey City.

A Highway spokesman said completion of the plans in time to award the contract this year marked the culmination of a drive to speed up the project which was instituted several months ago by Mayor Thomas Gangemi to eliminate congestion and hazards at this location.

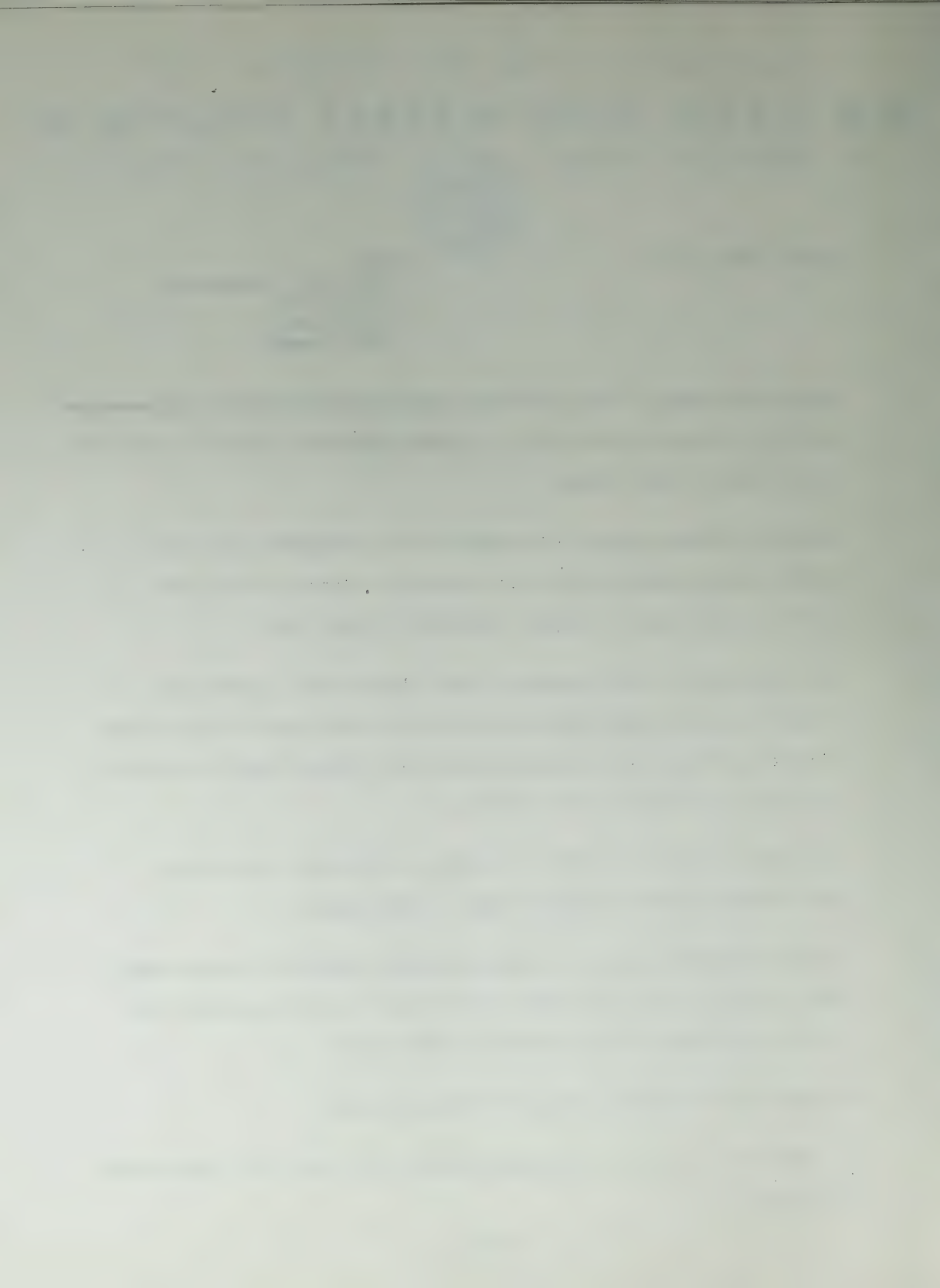
At present, 2 lanes of traffic are carried eastbound and westbound on this portion of Route 1 viaduct without a safety barrier.

To assure motorists using this heavily travelled facility of uninterrupted traffic movement during peak hours, no work will be performed during the day but will instead be restricted to nighttime hours.

No work will be performed during the following hours:

1. From 6 a.m. on the day preceding a holiday to 8 p.m. on the day following a holiday.

(more)



1963

Route U.S. 1 (Business)  
Barrier Curb  
Jersey City  
Hudson County

2. From 6 a.m. to 8 p.m., Monday through Friday.

3. From 7 a.m. to 9 a.m. Saturday.

4. From 9 a.m. to 11 p.m. Sunday.

During daylight hours, two lanes of traffic will be open in each direction. During nighttime working hours traffic will be restricted to one lane in each direction.

A Highway Department spokesman noted that in 1955 a safety project was completed along the same portion of Route U.S. 1 which included removal of a badly worn granite block road surface and construction of the present bituminous concrete surface.

At that time the old "cobblestone" roadway had become dangerously smooth and uneven resulting in frequent skidding accidents as well as damage to goods being transported over the bumpy surface.

Construction of the proposed concrete center barrier will further increase safety.

Costs of the project, which is expected to be completed in 25 working days, will be paid entirely by the New Jersey State Highway Department. All bids will be reviewed before a contract is awarded.

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10



BUREAU OF PUBLIC INFORMATION

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RELEASE THURSDAY PM's

1963

Route 24 - ADV

Townships of Lopatcong, Greenwich,  
Franklin, Washington, Borough  
of Washington  
Warren County

Trenton, September 19 - The New Jersey State Highway Department today announced bids will be received October 10 on resurfacing portions of Route 24 in Warren County.

A total of 8.24 miles of the Route will be resurfaced in two locations: the first extending from Route U.S. 22 eastward to Stewartsville Road and the second extending from the vicinity of New Village eastward to Lincoln Avenue.

Route 24 in the areas of the proposed project presently carries one lane of traffic in each direction, eastbound and westbound on a reinforced concrete surface. A new surface consisting of a 3 inch thickness of bituminous concrete will be placed upon the existing surface.

Traffic will be guided through the work area. Intermittent delays may be expected while work is underway.

Costs of the project, which is expected to take about 45 working days to complete, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

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24,1A,2A  
64-N-31



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RELEASE THURSDAY P.M.'s

1963

New Jersey State College  
At Paterson  
Parking Lot  
Passaic County

Trenton, September 19 - The New Jersey State Highway Department today announced bids will be received October 10 on construction of a new parking lot at the New Jersey State College at Paterson, Passaic County.

The proposed parking area will be located in the area just northeast of the college boiler plant.

Highway Department plans call for the new lot to be built with a 4 inch thick macadam base course and a surface of bituminous concrete 2 inches thick. It will be about 570 feet long and 180 feet wide. Bituminous concrete curb will be built at various locations around the lot area.

The plans include installation of an electrical illumination system including about thirteen 400 watt mercury vapor luminaires.

All bids will be reviewed by State Highway engineers before a contract is awarded. The work is expected to be completed in 60 working days.

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Maint.



BUREAU OF PUBLIC INFORMATION  
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RELEASE THURSDAY P.M.'s

1963

Newark State College at Union  
Parking Lot  
Union County

Trenton, September 19 - The New Jersey State Highway Department today announced bids will be received October 10 on construction of 3 new parking areas at the Newark State College at Union, Union County.

At the intersection of Morris Avenue (N.J. Route 82) and Green Lane, a parking area will be built having a distance of about 300 feet along Morris Avenue and a distance of about 800 feet along Green Lane. The surface of the parking area will consist of bituminous concrete.

South of the gymnasium building, near the intersection of Woodland Avenue and Conant Avenue, a small parking area facing Woodland Avenue will be built. It will be about 180 feet long and 30 feet deep. The surface will consist of bituminous concrete.

On the west side of Monmouth Road, near the intersection of Monmouth Road and Lynmar Way, a third parking area will be built having a length of 300 feet and a width of about 120 feet. The surface will consist of bituminous concrete.

The work is expected to be completed in about 25 working days. All bids will be reviewed before a contract is awarded.

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Maint.





BUREAU OF PUBLIC INFORMATION

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1035 Parkway Ave. Trenton

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RELEASE TUESDAY P.M.



1963

TRAFFIC REGULATIONS  
Route 33  
Borough of Hightstown  
Mercer County.

Trenton, Sept. 17 - The New Jersey State Highway Department today announced new no-parking regulations along Route 33 in the Borough of Hightstown, Mercer County.

To facilitate freer movement of traffic, stopping or standing will be prohibited at all times:

Along the northbound side of Route 33;

Between the driveway of the First National Bank and a point intersecting the westerly curb line of Broad Street.

This is an extension of no parking zone in this area.

Between the driveways of the Post Office and the First Baptist Church.

Along the southbound side of Route 33;

Between the northerly curb line of the driveway between the Russell Davison Store and the De Klapsogearge Luncheonette and a point 25 feet northerly. This is the new location of a taxi stand that was formerly located near a loading zone in this area.

The new regulations will become effective with the posting of regulatory signs in the affected areas. This is expected within two weeks.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE FRI. P.M.

1963

N.J. TRANSPORTATION STUDY  
Land Use Survey.

Trenton, Sept. 13- Over 135 New Jersey residents are being sought to help complete a survey of land uses that began in 10 northeastern New Jersey counties in mid-June.

The largest of its kind ever undertaken in the State, the New Jersey Transportation Study is being conducted by the State Highway Department. A Department spokesman said it was hoped that the inventory of the 58,000 city blocks in the area will be completed late October or early November.

Qualified persons interested in working on the project are asked to apply to the New Jersey State Employment Service Office at 601 Broad Street, Newark, or phone Market 4-9300. This office is aiding in recruiting replacements for the departing field listers. Applicants for these positions must have a car available and be willing and able to work 8 hours a day, 40 hours a week. Previous work with public contact is desirable. The pay is approximately \$75 a week with car mileage expense allowed. High School graduates are preferred.

In performing land use surveys, team members list the use that each building and land area in the survey is being put to. This is done by visual inspection. In the case of large industrial plants containing several buildings, each of the buildings is listed separately. A State Highway Department spokesman said that approximately 35,000 blocks have already been field listed by a large crew of over 100 college men and women who are now returning to school.

(more)



1963  
N.J. TRANSPORTATION STUDY  
Land Use Survey

The entire study will cover all of Bergen, Passaic, Hudson, Essex, Morris, Mercer, Union, Somerset, Middlesex and Monmouth Counties. It is being undertaken by the New Jersey State Highway Department in cooperation with the Federal Bureau of Public Roads and the 10 individual counties.

All information collected will be available to local communities and counties for use in their own planning. The data will be stored on magnetic tape and the most modern computers and electric data systems used to interpret the findings.

The land use inventory will provide part of the basic information upon which estimates of the area's travel needs will be developed in one of the largest such studies yet undertaken in this country.

The Study will be concerned with all types of transportation, both present and future. Under agreements now being prepared, the Federal Government will pay two-thirds of the total cost of the study, the Highway Department will pay two-ninths of the balance and each county will pay one-ninth on a pro-rata basis according to population.

The Study has been planned so that the effort will be coordinated with the work of the Tri-State Transportation Committee, and the data collected in New Jersey will be made available to the Committee. This will assist the Committee in its efforts to plan future transportation requirements in the metropolitan areas of Connecticut, New York and New Jersey.

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# NEW JERSEY

## Traffic Conditions Report

### STATE HIGHWAY DEPARTMENT

Bureau of Public Information  
Trenton 25, New Jersey  
TU xedo 2-3000

RELEASE FRIDAY SEPTEMBER 13

WEEK OF SEPTEMBER 14 - SEPTEMBER 20

Trenton, Sept. 13 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of September 14 - September 20.

#### Atlantic

Route U.S. 30, Absecon -- Traffic on Route U.S. 30 at Shore Road will be restricted to a single lane in each direction during reconstruction of the bridge over Absecon Creek. Westbound traffic will be detoured to the eastbound lanes at the bridge site. The condition will continue until the end of 1963.

#### Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area as work proceeds.

Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 5 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway. The condition will continue for about 5 months.

Route 5, Edgewater Borough -- During operations to strip rock from the face of the cliff, traffic will be detoured around the work area through local streets.

From the intersection of Route 5 with Palisades Avenue in Fort Lee traffic will travel north on Palisades Avenue to Main Street, Fort Lee, thence east on Main Street to River Road and north on River Road to Route 5. The condition will continue for about 5 months.

Route 63, Palisades Park -- Resurfacing operations may cause slight interference to traffic.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain until October, 1963.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Wesley Street has been reconstructed except at the intersection of Huyler Street and the intersection of Green Street.

(more)

1963  
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Riding areas on Huyler Street and Philips Avenue are restricted due to utility work being performed in areas of South Hackensack and Hackensack.

Minor delays will occur on Green Street between North Street and Wesley Street due to construction operations.

Traffic will be restricted at the intersection of Vreeland Avenue and Philips Avenue due to construction operations.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations now underway are completed.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Lakeview Avenue is open to traffic.

Market Street between Lakeview Avenue and Vreeland Avenue has been opened only to eastbound traffic. A detour will be marked between these points for westbound traffic. This condition will be caused by reconstruction of the intersection at Lakeview Avenue and Market Street.

Market Street bridge over the Passaic River will be closed to eastbound traffic for about 2 weeks during construction of the ramps between the river and Route 20. Traffic will detour via Route 20 and either Route 4 or Route 46.

Burlington

Route 206, Bordentown to Crosswick's Creek -- Traffic reduced to one lane during installation of pipeline on northbound and southbound sides.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be reduced to two lanes in each direction between Union Avenue and Burlington. Three lanes in each direction will be available on weekends.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic for next 2 months during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

Route 168, Glendora to Blackwood -- Traffic reduced to one lane during sanitary sewer installation.

Cumberland

Routes 77 and 49, Fairfield Twp. and City of Bridgeton -- Traffic on Route 49 in the vicinity of Fairton Road will be reduced to one lane, Monday through Friday, from 8 a.m. to 4:30 p.m. During these hours one way traffic in alternate directions will be maintained.

Essex

Route 21, Newark and Belleville -- Traffic will be guided around the construction area. The condition will remain for one month.

(more)

1963  
TRAFFIC CONDITIONS REPORTEssex cont'd

Route 22 Viaduct, Newark -- Detours around the construction area on the deck of the viaduct will continue for about one month.

Hudson

Route 3, Secaucus -- Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

Hunterdon

Route 69 and 202, Raritan Township and Flemington -- Minor interference may be expected due to movement of equipment across the roadway.

Mercer

Route 130, Hightstown -- Repairs being made to the bridge carrying the highway over the Pennsylvania Railroad will reduce northbound traffic to one lane during working hours.

Middlesex

Route 18, East Brunswick and Madison Townships -- Minor interference may be expected throughout the construction area. Traffic will be reduced from 4 lanes to 2 lanes as it proceeds east of Fountain Street.

Some interference may be expected for the next 2 weeks between Rues Lane and Racetrack Road and between Arthur Street and Racetrack Road during drainage installation operations.

New Street will be closed between John Street and Route 18 until New Street overpass is built.

Route 35, Madison Township -- During construction operations on the southbound lanes, traffic will be restricted to a single lane northbound and southbound on the northbound lanes only. The condition will continue for 7 weeks.

Monmouth

Route 9, Freehold -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Constriction of traffic may be expected at Flat Creek, East Creek and Waackaack Creek during drainage construction. Roadway excavation operations are underway between Stone Road and Union Avenue. The condition will continue for one year.

Morris

Route 15, Twp. of Rockaway, Twp. of Jefferson -- Slight interference due to movement of trucks on Route 15 during dualization work on the route. Drainage operations will cause traffic constriction during working hours.

Route 287, Parsippany-Troy Hills -- A detour from Parsippany Boulevard to Main Line and ending at Intervale Road will be in effect for the next 3 weeks.

Passaic

Route 62, Totowa -- Drainage installations may cause interference to traffic.

(more)

1963  
TRAFFIC CONDITIONS REPORTSomerset

## Route 287, Bridgewater Township --

There will be a short detour for Route U.S. 202-206 traffic beginning near the Bridgewater Township Municipal Building for northbound traffic and near Green Knoll Tavern for southbound traffic in the vicinity of construction of the Route 287 intersection. The condition will continue for 3 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 1 month.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road. The condition will continue until the fall of 1963.

Route 287, U.S. 202-206, Bedminster Township --  
Minor interference to vehicles expected along U.S. 202-206.

Union

Route 27, Linden, Roselle, Elizabeth -- Slight delay to traffic during widening operations work. Two-way traffic will be maintained on the newly paved surfaces.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1963  
Route 3 - BIDS  
Secaucus  
Hudson County

Trenton, September 12 - The New Jersey State Highway Department today announced a low bid of \$385,546.70 was received from C. F. Malanka, Union City on a project for the improvement of the roadway east of the old Route 3 Hackensack River Bridge in Secaucus, Hudson County.

Other bidders on the project were: L. Zimmerman and Son, Inc., Fillside, \$392,925.30; Franklin Contracting Co., Little Falls, \$407,239.00.

The old bridge, spanning the river between East Rutherford in Bergen County and Secaucus is now being razed and rebuilt. Under the proposed project, the existing Route roadway will be improved from the old bridge eastward to the vicinity of the Paterson Plank Road.

Work will consist of the construction of a 4 lane bituminous concrete roadway. The improved roadway will eventually carry one way traffic eastbound from the rebuilt bridge. To meet the higher grade of the rebuilt bridge, the grade of the existing roadway will be raised as part of this project.

A new bridge crossing the Hackensack River, located about 900 feet north of the old structure, now carries both directions of Route 3 traffic. When the old bridge has been rebuilt and returned to service, the new bridge will carry westbound traffic only.

Work is expected to be completed in May, 1964. Costs of the Route 3 projects are shared equally by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963

Historic Site Signs  
Gloucester, Camden  
& Bergen Counties

Trenton, September 12, 1963 - The New Jersey State Highway Department today announced it has erected new historic site signs along State highways in Bergen, Gloucester and Camden Counties.

The Highway Department is cooperating with the New Jersey Historic Sites Evaluation Committee in their effort to erect new, more legible historic site signs throughout the State, by furnishing the equipment and manpower needed to erect all such signs located on the State Highway System.

To date 55 such signs have been erected along State highway routes.

New sites along the highway in Gloucester County are:

Balloon Flight, Jean Blanchard's flight 1793, the first in America, ended here. Route 41, Woodbury.

Mullica Hill, settled by sons of Eric Mullica, a Swedish pioneer, Route 45, Mullica Hill.

Red Bank Battle, rout of Hessians by Rhode Island troops Oct. 22, 1777. Route U.S. 130, National Park area. Route U.S. 202, Mahwah.

New site in Camden County:

Old Salem Road, ran from Burlington to Salem, 1681. Route 43, East Cherry Hill, South of Ellisburg.

New site in Bergen County:

Hopper's Grave, Andrew Hopper's Inn stood nearby, used as Washington's headquarters September 11-18th 1780.

Erection of other signs relating to historic sites along the State highway system in other counties will be announced later by the Highway Department.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

FOR USE ON OR AFTER WEDNESDAY P.M.

1963

YELLOW TRAFFIC LINES

Statewide

Trenton, Sept. 11 - The New Jersey State Highway Department this week began adding reflective yellow traffic lines to the long list of safety features it "builds into" its 1,890 mile State Highway System.

The yellow line will be limited to locations where passing or crossing traffic lane lines is prohibited. Generally, these lines are the unbroken 4 inch wide "barrier" lines designating no passing areas for either or both directions of traffic. Some "barrier" lines are also used in portions of interchange areas.

The outer edge white lines on all its highways, a New Jersey life saving innovation of several years standing, are not considered a "barrier" line. Neither are the broken (skip) lines located between traffic lanes of the same direction and in the center of some two-lane highways. These lines will remain white.

According to a Highway Department spokesman, replacement of all existing white "barrier" lines with yellow has been recommended as a nationwide practice by the American Association of State Highway Officials in the interest of both safety and standardization.

The Department spokesman said the replacement program in New Jersey would be carried out as part of its continuing traffic line maintenance program and that the entire job (about 1,160 miles of "barrier" lines) should be completed within one year.

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1963  
YELLOW TRAFFIC LINES  
Statewide

Until recently, New Jersey law did not permit use of yellow painted traffic lines. New legislation, now a part of New Jersey statutes, was required to permit the practice.

The line-painting change marks another step in the Department's continuing program to make New Jersey highways safer for a volume of traffic which is one of the highest in the nation. Vehicle miles traveled on New Jersey highways is expected to hit the 30 billion mark in 1963, double to 60 billion by 1983 and re-double to 120 billion by 2003.

Other projects in the safety program have brought about the construction of more than 134 miles of concrete barriers along the centers of state highways that, where built, have virtually eliminated deaths due to head-on collisions. Creeper lanes, which are extra lanes built alongside highways which climb hills, are now being used by slow-moving vehicles at 35 locations.

More than 285 jug handles have been constructed at intersections and crossing points to give left and "U" turn traffic safe means of execution without holding up traffic. Another safety feature, overpasses, have been constructed at 285 locations to eliminate cross-traffic danger and delay.

Reduced speed zones for trucks is another safety measure which has been affected on those sections of the highway system where truck traffic is particularly heavy.







DIVISION OF RAILROAD TRANSPORTATION  
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



Public Information  
TUxedo 2-3000

RELEASE WEDNESDAY P.M.'s

1963  
DELAWARE RIVER FERRY

Trenton, Sept. 11 - New Jersey State Highway Commissioner Dwight R. G. Palmer today announced that a new operating contract has been executed with the Delaware River Ferry Company assuring continuation of interstate ferry service between Bridgeport and Chester, Pennsylvania, through January 31, 1964.

The decision to renew the contract was made following numerous discussions with Senator Thomas F. Connery of Gloucester County, who had emphasized the importance of the ferry service to South Jersey.

The Commissioner noted that legislation has been enacted in both the States of New Jersey and Pennsylvania authorizing the Delaware River Port Authority to construct a bridge across the Delaware River in the vicinity of the ferry. This same law also authorizes the Port Authority to acquire and operate the ferry between Bridgeport and Chester pending completion of the bridge. However, the Port Authority cannot proceed with these matters until changes in the Port compact between the two States has been approved by the Congress. A bill revising the Port Authority compact to include the bridge and ferry authorization is now before the House Public Works Committee.

Extending previous contract obligations through January 31, 1964, should provide a sufficient period for Congress to approve the revised compact, the Commissioner said.

The new contract provides that during the six month period ending December 31, 1963, the State will be obligated to assist the Ferry Company to the extent

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1963  
Delaware River Ferry

of its actual operating losses, except depreciation, in an amount not to exceed \$50,000.

The State of New Jersey first entered into a contract with the Delaware River Ferry Company for the calendar year 1962 providing financial aid to the extent of \$50,000. The State of Pennsylvania participated in a like amount. Similar arrangements with Pennsylvania are being worked out whereby obligations with respect to the 1963 contracts will be equally shared by both States.

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1953  
Delaware River Ferry

of the actual operating losses, except depreciation, in an amount not to exceed \$50,000.

The State of New Jersey, since 1953, has been subsidizing the Delaware River Ferry Company for the calendar year 1953, providing financial aid to the extent of \$50,000. The Company's losses for 1953 are estimated in a like amount. Similar arrangements with Pennsylvania are being worked out whereby obligations with respect to the 1953 calendar year will be equally shared by both States.





